



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Willis Tower  
Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## CMAQ Project Selection Committee Meeting

### Annotated Agenda

Thursday August 19, 2010

2:00 p.m.

Cook County Conference Room

CMAQ Offices

- 1.0 Call to Order and Introductions** 2:00 p.m.  
Ross Patronsky, Committee Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of July 29, 2010 Minutes**  
The draft minutes for the July 29, 2010 meeting are attached.
- ACTION REQUESTED: Approval of the minutes.
- 4.0 Project Changes**
- 4.1 Hazel Crest S Kedzie Ave from 167th St to 172nd St (TIP ID 07-08-0001)**  
The sponsor is requesting a cost increase of \$547,000 federal and scope change. Staff requests consideration.
- 4.2 Deerfield-Deerfield Rd Sidewalk Improvements and Pedestrian Underpass (TIP ID 10-06-0055)**  
The sponsor is requesting an additional \$390,000 federal for their project. This project was awarded a cost increase earlier this year. Staff requests consideration.
- 4.3 IDOT - Barrington Rd at Buttitta/Laurie Ln (TIP ID 03-08-0005)**  
The sponsor is requesting an additional \$92,000 federal for their project. Staff requests consideration.
- 4.4 Cicero Rail Yard Locomotive Diesel Retrofit (TIP ID 05-09-0002)**  
The sponsor is requesting changing the scope of the project from purchasing GenSets to single engine locomotive options. Staff has been discussing with IEPA, EPA, FHWA, and IDOT the options available to the railroad. An analysis shows that for this project Tier II and Tier III does not affect the rank of the approved project.

## **5.0 Program Management**

### **5.1 Changes to CMAQ Programming and Program Management Policies**

The changes recommended at the July 29 CMAQ Committee meeting were recommended by the Transportation Committee for MPO Policy Committee consideration. The Transportation Committee also supported the CMAQ Committee's recommendation to remove of the Oak Forest and Bensenville projects from the CMAQ program. Both recommendations will be on the September 9 MPO Policy Committee agenda for action.

ACTION REQUESTED: Information

### **5.2 One Time Moves**

Discussion on what constitutes a schedule change that is "out of sponsor's control" will continue. It is hoped to have a general consensus prior to when the committee will consider the results of the October status reports and fiscal year move requests.

ACTION REQUESTED: Discussion

### **5.3 MYB projects**

Staff worked with the Planning Liaisons and other project sponsors to receive the progress of projects on the MYB list. The status of B projects will be given. A fiscal capacity analysis is conducted and will be discussed at the meeting to determine funding availability for programming projects showing appropriate progress and cost increases.

ACTION REQUESTED: Approval of projects to move from MYB to CMAQ A list

### **5.4 Status updates for CMAQ-funded transit projects**

At the July meeting, it was agreed that sponsors of transit projects that are a part of an FTA grant will be required to report quarterly on expenditures in concert with those projects' quarterly TEAM reports. An update on the form and content of these reports will be provided.

ACTION REQUESTED: Discussion and/or Approval of form

## **6.0 Realized Benefits Study update**

UIC-UTC is under contract with CMAP to study CMAQ projects to determine realized benefits. An update will be given.

ACTION REQUESTED: Discussion

## **7.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

## **8.0 Other Business**

## 9.0 Next Meeting

The next meeting is scheduled for October 21, 2010 at 2 p.m. at the CMAP offices.

## 10.0 Adjournment

### **CMAQ Project Selection Committee Members:**

\_\_\_\_ Ross Patronsky, Chair

\_\_\_\_ Martin Buehler

\_\_\_\_ Luann Hamilton

\_\_\_\_ Mark Pitstick

\_\_\_\_ Mike Rogers

\_\_\_\_ Susan Stitt

\_\_\_\_ Jeff Schielke



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Willis Tower  
Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## CMAQ Project Selection Committee Meeting

### Meeting minutes

Thursday, July 29, 2010

**Members Present:** Chair - Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Keith Privett – City of Chicago, Mark Pitstick - RTA, Mike Rogers – IEPA (via phone), and Susan Stitt, IDOT.

**Members Absent:** None

**Others Present:** Leonard Cannata, Michael Connelly, Chalen Daigle, Carl Davis, Kama Dobbs, John Donovan, Jason Fluhr, Valbona Kokoshi, Bill Lenski, Chad Riddle, Paul Ruscko, Chris Staron, David Tomzik, Chandra Trivedi, Brian Urbaszewski (via phone), Jan Ward, Thomas Weaver, and Tammy Wierciak (via phone).

**Staff Present:** Patricia Berry, Don Kopec, Holly Ostdick, Joy Schaad

#### 1.0 Call to Order and Introductions

Ross Patronsky opened the meeting at 2:06. Attendees introduced themselves.

#### 2.0 Agenda Changes and Announcements

There were no agenda changes. Ross announced that two weeks earlier CMAP hosted a meeting of US EPA and several railroads regarding air quality issues. Attendees included Mike Rogers, Luann Hamilton, Brian Urbaszewski and Ross Patronsky. Some of the railroads pointed out that it would be more efficient to do several retrofits on one system at a time, rather than have very small retrofit projects on several railroads each year. The others seemed amenable to waiting their turn and selecting retrofit projects in a round-robin fashion. Ross explained that no promises were made but there was agreement to discuss it further in the autumn.

#### 3.0 Approval of May 6, 2010 and June 25, 2010 Minutes

The June 25 draft minutes and the May 6 revised draft minutes were posted with the agenda packets. Mark Pitstick noted the word “not” is missing before “go solely” in the second paragraph under agreement processing on June 25th. Both sets of minutes were approved as revised on a motion by Keith Privett and a second by Mayor Keller.

#### 4.0 Project Changes

##### 4.1 Hazel Crest S Kedzie Ave Bike Path from 167th St to 172nd St (TIP ID 07-08-0001)

The Village requested a scope change to move the bike path alignment from one that connected an existing bike path with a Pace bus stop and provided a connection under I-80

to one that does not provide those connections. While the project still ranks well quantitatively, planners in both CMAP's CMAQ and bicycle/pedestrian areas feel the new alignment does not meet the intent of the original project. Mr. Chandra Trivedi, the consultant representing the Village, explained that they had encountered design, cost and ROW issues with the original alignment. He said that the Village sees this request as a way to build the first stage of the project and will come back for additional funding to complete the full project that will make those connections in the future. There was discussion of the problems encountered and options considered. It was pointed out that the Village is free to apply for the currently planned project in the next programming cycle. On a motion by M. Pitstick and a second by Mayor Keller, the committee voted to deny the request and recommended the municipality either seek a cost increase to complete the project per the original application or withdraw the project from the program.

#### **4.2 Lakewood – Huntley Rd. Bikepath**

The sponsor is requesting that construction funding (\$809,000 total/\$647,200 federal) for the project be moved from the B list into the current program for a 2011 letting. The Village is willing to finance phase I & II engineering with local funds and has nearly completed phase I. They are requesting assurance of construction funding before putting phase II work under contract. Ms. Ostdick explained that the committee has moved one project from the MYB list into the program prior to this request – IDOT's I-55 ITS project that was half funded in the program and the remainder was on the B list. She also pointed out that there were 3 letters distributed prior to the meeting from citizens who oppose the project.

Lakewood's Director of Public Works, Paul Ruscko and Trustee J. Carl Davis, and their consultant Jason Fluhr provided information on the status of the project, the Village's financial commitment, proactive outreach, response to citizen concerns, and on the support received from most of the residents as well as the neighboring Crystal Lake Park District and Village Board.

The committee asked staff how much money had been freed up due to project withdrawals, removals and cost changes and Ms. Ostdick responded that she did not have that number off hand, but that with the \$83 million SAFETEA-LU rescission rescinded there is some latitude. There was considerable discussion on how the rest of the B list is being treated and the need to find out if any other B list projects are making progress and would soon be asking to be put in the program. The lack of a clear process for moving projects from the B list into the TIP was a problem for several members. After discussing various options, the consensus was to defer this request and have staff and the PLs contact all the B list project sponsors to find out if they are moving forward similarly to the Lakewood project. They asked staff to report at the next meeting. Several members told the Village representatives not to be discouraged by the committee's reticence to approve their request immediately and pointed out that while both the project and the commitment shown by the Village are worthy; the concern is over internal processes right now. On a motion by M. Pitstick and a second by K. Privett, the committee voted to defer this request to the next meeting.

#### **4.3 McHenry County - Johnsborg Rd IL 31 - Chapel Hill Rd (TIP ID 11-04-0001)**

The sponsor requested a scope change for their Johnsborg Rd. bottleneck elimination project. Their original application requested left turn channelization and a center left turn lane. They are now placing signals at two intersections and a roundabout at one

intersection as well as the center left turn lane. The committee said that they would like to encourage innovative designs and that the roundabout meets the intended project purpose. Ms. Ostdick stated that data for re analyzing the project was unavailable and therefore the project was not re-ranked. Additionally, Ms. Ostdick mentioned that CMAP will be adding roundabouts as a work type to the TIP and intends to accommodate any other innovative work types that need to be added to the TIP. On a motion by M. Pitstick and a second by S. Stitt, the committee voted to approve the change.

#### **4.4 Round Lake Park - IL 134/Main Street Sidewalk Project (TIP ID 10-10-0005)**

Ms. Ostdick explained that the sponsor is requesting a \$20,000 (federal) cost increase due to Metra requiring design changes to the sidewalk alignment and the relocation of a railroad crossing which has resulted in the cost of this project increasing. The project was originally programmed for \$335,000 total (\$268,000 federal). The project was re-ranked with the increased cost and the dollar per KG of VOC eliminated increased from \$1,534 to \$1,605 and the rank was unchanged at 8<sup>th</sup> among 2010 pedestrian projects. All projects ranked higher were funded. On a motion by M. Buehler and a second by L. Keller, the committee approved the request

#### **4.5 Tollway – Advanced Truckstop Electrification (TIP ID 13-06-0004)**

Ms. Ostdick explained that the Toll Authority is withdrawing the project because they have been unable to come to an agreement with the new leaseholders for the Oasis to expand the parking facilities. They also informed staff that 75 Advanced Truck stop Electrification (ATE) stalls were installed at the Travel America rest stop in Wadsworth at I-94 and Russell Road with private funding. The CMAQ grant had included 98 stalls. This project was programmed in 2006 for \$1,750,000 total (\$1,400,000 federal). Staff undertook this withdrawal as an administrative modification.

#### **4.6 Cicero Rail Yard Locomotive Diesel Retrofit (TIP ID 05-09-0002)**

Ross Patrosky reported that the BNSF railroad is requesting a change in the scope of the project from purchasing GenSets to Tier II-certified single engine locomotives due to maintenance difficulties they are having with GenSets. He pointed out that the current Tier II standards for single engines will be obsolete in 18 months and that the manufacturers claim that they can build engines that are Tier III certifiable, but that EPA will not be doing Tier III certifications until January of 2012. The option of requiring BNSF to purchase Tier II engines that are Tier III certifiable was discussed and the committee felt they needed more information on the air quality implications of the change from GenSets to Tier III engines. On a motion by M. Pitstick and a second by S. Stitt, the committee voted to table the request to give staff time to do an air quality analysis comparing GenSets to Tier III engines.

## **5.0 Program Management**

### **5.1 May Status Updates**

Holly Ostdick reminded the committee of the June 25 report on the May status updates at which time 51, nearly one third, of FFY 2010 project sponsors had not responded. The PLs and CMAP staff contacted those sponsors and now 100% have responded. She drew attention to the enclosed memo and project listing. She also reported that 17 of the 167 have requested schedule changes (i.e. one-time moves) but it is staff's recommendation to process those fiscal year changes in November with the others that come through the October status updates to allow time for the sponsors to get their projects on track and/or to have a better

assessment of which fiscal years they wish to move all subsequent phases. Ms. Ostlick pointed out that the March 2009 programming policies do not specifically provide consequences for not submitting status updates and that language on how to treat CMAQ projects from 2006 and before is now superfluous. As the Committee discussed the language about consideration of removal, Mayor Keller asked that procedures be in place to separate out projects that are languishing vs. projects with a missed update due to not understanding what is requested. Ms. Ostlick assured him that staff would give sponsors clear notifications and that the Committee would consider each one before staff would take action; no removals would be automatic.

Ross explained that if the committee votes for language adjustments, staff will report that verbally to the Transportation Committee (TC) on July 30<sup>th</sup> for their recommendation to the MPO Policy Committee, but if the TC wants longer notification and specific language, staff can send that to them for the August 20<sup>th</sup> TC meeting and still make the September 9<sup>th</sup> MPO meeting. On a motion by M. Pitstick and a second by S. Stitt, the committee voted to add language to the policies on consideration of removal for projects failing to submit both their May and October status updates and to allow staff to remove obsolete references.

## **5.2 One Time Moves**

Ms. Ostlick pointed out that last fall quite a few FFY 2009 projects moved work phases to FFY 2010 as their one time move and hence would not be eligible for a schedule change in this fall, unless it was deemed to be due to a delay that was “outside of the sponsor’s control”. She said that as staff anticipated the significant effort in October/November sorting out explanations, they decided to suggest a drop down menu on the status update form with the typical reasons for a delay (see memo) and a comment box where sponsors would be required to give more detail. Upon reviewing the initial six reasons presented, committee members asked that project processing by IDOT be separated out from coordination with other jurisdictions and that a category for “other” be added.

Mr. Patrosky distributed a table with 22 examples in fourteen themes with the scenarios separated into “within sponsor’s control” and “outside of the sponsor’s control” to get the committee thinking about the nuances that will have to be considered when making a judgment. The committee discussed the first page and deferred discussion on the remainder until the August meeting. It was reiterated that the committee wants to distinguish when the sponsor has “dropped the ball” vs. when they are trying to keep their project moving but are hitting snags.

## **5.3 Status updates for CMAQ-funded transit projects**

Ms. Berry reported that generally transit projects are obligated with greater ease than highway projects. When a transit project is closed the unexpended money reverts back to Washington; there is no way to retain that funding for the CMAQ program. Additionally, if implementation is slow, the air quality benefits are not realized as quickly as desired. CMAP currently does not track when the actual expenditures are made. Ms. Berry said that staff had spoken to representatives of CDOT, RTA and the three service boards and feels that CMAP could establish a simple online report form that would be tied to the content and timing of the quarterly TEAM reports that transit sponsors currently provide to FTA. She added that if a sponsor is reserving CMAQ funds in order to accumulate enough funding to award a given project, the sponsor could so indicate and the quarterly reports

would not be required until the project is active. It was clarified that up until project obligation these transit sponsors would be required to do May and October status updates, and after obligation they would do quarterly reports.

There was quite a bit of discussion on the need to keep these reports easy to submit. CMAP staff offered to work with the affected agencies to develop an online form that would suitably mirror TEAM reports' data and timing. On a motion by M. Pitstick and a second by K. Privett, the committee voted to add the requirement for quarterly expenditure reports for transit projects to the CMAQ programming policies, subject to Transportation Committee and MPO Policy committee approvals.

#### **6.0 Call for projects**

Ms. Berry reported that she had spoken with each of the members and resulting from those discussions staff has recommended that future calls for projects should be for a two year period with the understanding that the policy would be revisited after reauthorization of the federal transportation legislation. It was clarified that the December 2010 call for projects will be for FFY 2012 and 2013, but that projects with work phases in later years will be considered at that time as well. On a motion by M. Buehler and a second by L. Keller, the committee approved two-year calls for projects until SAFETEA-LU is re-authorized at which time the topic will be revisited.

#### **7.0 Other Business**

There was no other business.

#### **8.0 Public Comment**

There were no comments.

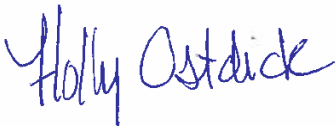
#### **9.0 Next Meeting**

The next meeting was scheduled for August 19, 2010 at 2:00 p.m. at the CMAP offices.

#### **10.0 Adjournment**

The Meeting was adjourned at 4:06 p.m.

Respectfully Submitted,



*Holly Ostidick*  
CMAQ Program Manager  
/JMS





# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800,  
Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To:** CMAQ Project Selection Committee  
**Date:** August 19<sup>th</sup>, 2010  
**From:** Russell J. Pietrowiak, Associate Planner  
**Re:** CMAQ Project Change Requests

---

4 projects have been submitted for changes. The net change in the federal CMAQ amount programmed is \$886,000. The sponsors' requests are attached.

### **For Committee Consideration:**

#### **Hazel Crest – S. Kedzie Ave from 167<sup>th</sup> to 172<sup>nd</sup> St. (TIP ID 07-08-0001).**

The sponsor is requesting a scope change and cost increase. After conducting Phase I engineering it has become apparent that there are safety, design and cost issues associated with this bicycle path project that no longer make it feasible to have the route go along Kedzie Avenue from 172<sup>nd</sup> Street to 167<sup>th</sup> Street as originally planned. The sponsor would like to modify the route of the bicycle path to start on Kedzie Ave just north of 172<sup>nd</sup> street continuing north to 171<sup>st</sup> Street, then east on 171<sup>st</sup> Street to Albany Ave, then north on Albany Ave for about 680 ft, then turning west for about 740 ft, to connect Albany Avenue with Kedzie, connecting to the Laurel Lane Pace bus stop, and continuing north, underneath the viaduct at I-80 ending at 167<sup>th</sup> Street. The sponsor is also seeking a cost increase to \$685,000 total (\$547,000 federal) for a difference of \$490,000 total (\$392,000 federal), for the revised bike path route described above. The project was re-ranked with the increased cost and the dollar per KG of VOC eliminated increased from the original amount of \$1,286 to \$4,517 and the rank changed from 3<sup>rd</sup> to 10<sup>th</sup> among 2010 bicycle facilities. All projects ranked higher were funded. The programmed amount for this project is \$193,750 total (\$155,000 federal) of which \$175,773 total (\$140,618 federal) remains unobligated.

### **Recommendation to the CMAQ Project Selection Committee:**

- **Consider the scope change and cost increase for Hazel Crest – S. Kedzie Ave from 167<sup>th</sup> to 172<sup>nd</sup> St. (TIP ID 07-08-0001) to include a change in the route of the bicycle path as described above and a cost increase in the amount of \$490,000 total (\$392,000 federal) for total project funding of \$685,000 total and (\$547,000 federal).**

**Deerfield - Deerfield Rd Sidewalk Improvements & Pedestrian Underpass (TIP ID 10-06-0055)**

The sponsor of this project is requesting a cost increase due to higher than expected bid prices. The project was originally programmed for \$974,400 total (\$779,520 federal). The sponsor received a cost increase in February 2010 in the amount of \$1,410,000 total (\$1,128,000 federal); bringing funding for this project to \$2,384,400 total (\$1,907,520 federal). The sponsor is seeking a cost increase to \$2,871,000 total (\$2,297,520 federal) for a difference of \$487,500 total (\$390,000 federal). The project was re-ranked with the increased cost and the dollar per KG of VOC eliminated increased from the original amount of \$1,843 to \$5,433 and the rank changed from 12<sup>th</sup> to 14<sup>th</sup> among 2007 pedestrian. All but one project that was ranked higher received funding. This project was let in July 2010.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider the cost increase for Deerfield - Deerfield Rd Sidewalk Improvements and Pedestrian Underpass (TIP ID 10-06-0055) in the amount of \$487,500 total (\$390,000 federal) for a total project funding of \$2,871,000 total and (\$2,297,520 federal).**

**IDOT - Barrington Rd at Buttitta/Laurie Ln (TIP ID 03-08-0005)**

The sponsor is requesting a cost increase due to increases in the current unit cost estimates. The project was originally programmed for \$400,000 total (\$320,000 federal). The sponsor is seeking a cost increase to \$530,000 total and (\$424,000 federal) for a difference of \$130,000 total (\$104,000 federal). The project was re-ranked with the increased cost and the dollar per KG of VOC eliminated increased from \$12,107 to \$13,949 and the rank increased from 4<sup>th</sup> to 5<sup>th</sup> among 2010 intersection improvement projects. All projects ranked higher were funded.

**Recommendation to the CMAQ Project Selection Committee:**

**Consider approval of the cost increase for IDOT - Barrington Rd at Buttitta/Laurie Ln (TIP ID 03-08-0005) in the amount of \$130,000 total (\$104,000 federal) for a total project funding of \$530,000 total and (\$424,000 federal).**

**Cicero – Cicero Rail Yard Switch Engine Retrofit (TIP ID 05-09-0002)**

The sponsor is requesting a scope change. The sponsor would like to change the scope of the diesel emissions reduction project from purchasing GenSet engines to purchasing single engine locomotive options. BNSF has indicated that they have encountered significant maintenance and performance issues with several GenSet engines that are currently in use in Texas. Total CMAQ funding for this project is programmed at \$2,800,000 total (\$1,820,000 federal).

Staff, at the committee's request re-evaluated the benefits, analyzing both a Tier II and a Tier III engine. The Tier II evaluation resulted in the dollar per KG of VOC eliminated increasing from \$372 to \$599 and the rank changed from 11<sup>th</sup> to 12<sup>th</sup> among 2009 Diesel Emissions Reduction

projects. The Tier III evaluation resulted in the dollar per KG of VOC eliminated increasing from \$372 to \$414 and the rank changed from 11<sup>th</sup> to 12<sup>th</sup> among 2009 Diesel Emissions Reduction projects. It should be noted that cost estimates for both the Tier II and Tier III engines were not available at the time the re-evaluation was conducted. Absent any new engine cost information CMAP staff used the cost associated with a GenSet engine, provided by the sponsor in their CMAQ application, in calculating the dollar per KG of VOC eliminated.



**Mayor**  
Dr. Robert B. Donaldson

**Clerk**  
Mary E. Grant

**Village Manager**  
Robert L. Palmer

## **Village of Hazel Crest**

August 5, 2010

**Trustees**  
Vernard L. Alsberry Jr.  
Roderick S. Bashir  
Debra J. McGhee  
Kevin Moore Sr.  
Susan M. Pate  
Benjamin A. Ramsey

Ms. Holly Ostlick  
Manager, CMAQ Program  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800, Willis Tower  
Chicago, IL 60606

Re.: Proposed CMAQ Pedestrian/Bicycle Path  
TIP Id #07-08-0001

Dear Ms. Ostlick:

In the view of the discussions and the decision by CMAQ Project Selection Committee on July 29, 2010 concerning the Village's request of July 6, 2010 for the change in scope and route of this path, we respectfully request CMAP to consider the following:

1. Routing the proposed path in Kedzie Avenue (ADT 22,000 north of I-80 and 26,500 south of I-80, Speed Limit 40 mph) right-of-way has the following issues due to the existing homes on the east side of this street at its intersection with 170<sup>th</sup> Street:
  - a. In the vicinity of these homes the path would not be able to comply with the required separation from the roadway leading to safety issues.
  - b. There may be some resentment or even opposition by the residents of these homes to the location of the path in their "front yard".
  - c. The path might have a significant impact on Kedzie Avenue right-of-way and may restrict the County's choices concerning any future roadway widening or other improvements, should the conditions so require, and therefore a County permit for it would be difficult to obtain. If and when such widening is needed the path will need to be relocated, which would force the Village to incur costs that are avoidable by the revised route.
  - d. The proposed revised route as described in my letter of July 6, 2010 will keep most of the path away from the roads and on parcels owned by the Village and in the right-of-way under local jurisdiction, minimizing the conflicts with Kedzie Avenue vehicular traffic. It will also bring the path to the frontage of eight three-story condominium buildings located on the east side of Albany Avenue north of 171<sup>st</sup> Street, which have over 200 units with an estimated population of 800. Further, it will route the pedestrians through open land and wooded areas, away from a busy street, that we think might be much more desirable and enjoyable for the users of this path

2. The Village has considered completion of the path to its originally intended north end at our municipal boundary at 167<sup>th</sup> Street, where it will be able to connect to a similar future regional path or other paths to be constructed by our neighboring communities. If additional funds become available, the Village would like to construct it up to 167<sup>th</sup> Street in the current project and in compliance with IDOT's requirement to locate it under the I-80 viaduct between the east piers and the eastern abutment of the said viaduct. This construction would require removal of a part of existing concrete slope wall, and construction of a retaining wall to support the remaining slope wall. During the construction, the portion of the slope wall to remain will need to be supported with steel sheet piling which will be left in place and serve as a part of the form work for the said retaining wall. Lighting will also be necessary under the viaduct.

The Village therefore requests the following:

- A. Approval of the revised route between 171<sup>st</sup> Street and Laurel Lane PACE bus-stop as submitted with my letter of July 6, 2010 with an additional construction of this path between the Laurel Lane PACE bus-stop and 167<sup>th</sup> Street in the east parkway of this street, as far away from the road as permitted by the existing ground conditions.
- B. Adjustment of the CMAQ grant funds as follows:

Costs Description	Eng-1, Eng-2	Construction & Eng-3
Total Estimated Costs	\$88,000	\$597,000
2007 CMAQ Award	\$28,000	\$167,000
Federal Share, 2007 Award	\$22,000	\$133,000
Local Share, 2007 Award	\$6,000	\$34,000
2010 Request, Additional Funds	\$60,000	\$430,000
Federal Share, 2010 Request	\$48,000	\$344,000
Local Share, 2010 Request	\$12,000	\$86,000

I would also like to take this opportunity to express my own and the Village's appreciation for making these funds available to our community for this much needed project.

Sincerely,



Robert L. Palmer, AICP  
Village Manager

Cc.: Mr. Bud Fleming, Deputy Executive Director, South Suburban Mayors & Managers Association, East Hazel Crest, IL  
Mr. Chandra S. Trivedi, P.E., Globetrotters Engineering Corp., Chicago, IL

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: 07-08-0001

Description: Hazel Crest - S. Kedzie Ave. from 167th to 172nd St.

### Ranking Computation

	2010 Approved	2010 Request
Kg VOC eliminated	151.6512	151.6512
Cost	\$ 195,000	\$ 685,000
\$/Kg VOC eliminated	\$ 1,286	\$ 4,517
Rank	3	10

### Project Expenses

	Federal Share	Total	Federal %	Basis
2010 Approved	\$ 155,000	\$ 195,000	79.5%	Approved Projects
2010 Request	\$ 547,000	\$ 685,000	79.9%	Letter from Sponsor
Increase Amount	\$ 392,000	\$ 490,000		

Council	CMAQ ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program
South	BP07082881	Homewood-Village of Homewood Bicycle Network - Near and Mid-Term Priorities	\$ 142,665	\$ 114,132	\$ 329	\$ 114,132
Northwest	BP03082903	Arlington Heights-Buffalo Creek Bike Path Extension - Intersection of Wilke at Lake Cook Rd	\$ 60,000	\$ 38,000	\$ 414	\$ 38,000
<b>South</b>	<b>BP07082855</b>	<b>Hazel Crest-S Kedzie Ave from 167th St to 172nd St</b>	<b>\$ 195,000</b>	<b>\$ 155,000</b>	<b>\$ 1,286</b>	<b>\$ 22,000</b>
Chicago	BP01082941	Forest Preserve District of Cook County-North Branch Bicycle Trail Extension	\$ 3,735,000	\$ 2,988,000	\$ 1,431	\$ 359,000
Southwest	BP06082828	Bedford Park-IL 171/Archer Ave from 65th St to Columbia Dr	\$ 131,500	\$ 96,000	\$ 1,753	
Northwest	BP03082860	Des Plaines-Central Rd from Timothy Ln to East River Rd	\$ 565,000	\$ 452,000	\$ 2,268	\$ 452,000
North Central	BP04082902	Melrose Park-North Ave Commuter Bicycle Path from Mannheim Rd to Thatcher Ave	\$ 1,529,000	\$ 1,223,000	\$ 2,782	\$ 115,000
Southwest	BP06082926	Blue Island-Calumet-Sag Trail from Cal-Sag Trail Stage 1 to Burnham Greenway Bike Trail	\$ 10,568,000	\$ 1,120,000	\$ 2,844	\$ 680,000
Northwest	BP03082946	Rolling Meadows-Arlington Park Train Station Bicycle Lane Extension	\$ 716,000	\$ 572,000	\$ 3,725	\$ 152,000
Northwest	BP03082859	Des Plaines-Des Plaines River Walk from Golf Rd to Algonquin Rd	\$ 1,310,000	\$ 1,048,000	\$ 3,923	\$ 1,048,000
<b>Revised Rank</b>					<b>\$ 4,517</b>	
DuPage	BP08082923	Carol Stream-Kuhn Rd Bike Path from Lies Rd to The Great Western Trail	\$ 1,516,000	\$ 373,000	\$ 4,976	\$ 173,000
Kane	BP09082921	Fox Valley Park District-Fox River Trail Gap Project - Section B	\$ 1,363,750	\$ 600,000	\$ 5,289	\$ 600,000
Chicago	BP01082949	CDOT-Bloomington Trail Ridgeway Ave to Kennedy Ewy	\$ 41,815,000	\$ 33,452,000	\$ 5,364	\$ 1,200,000
Lake	BP10082933	Wauconda-Garland Rd from Gossell Rd to Old Rand Rd	\$ 393,283	\$ 245,000	\$ 6,052	\$ 245,000
North Shore	BP02082912	Glenview-Techy Trail Segment 3 - Along E Side of Lehigh Ave	\$ 735,000	\$ 588,000	\$ 6,513	\$ 28,000
Kane	BP09082875	Montgomery-Orchard Rd to Fox Valley Bike Trail from Orchard at Aucutt to Aucutt at IL 31	\$ 266,000	\$ 212,800	\$ 7,726	\$ 13,200
McHenry	BP11082935	McHenry County Division of Transportation-McHenry County Prairie Trail	\$ 949,860	\$ 684,800	\$ 8,744	
Northwest	BP03082947	Schaumburg-Martingale Rd Bikeway from Olympic Park to Ned Brown Forest Preserve	\$ 1,423,200	\$ 1,138,600	\$ 8,949	
McHenry	BP11082945	Cary-Cary/Algonquin Rd Multi-use Trail from W Main St to N Fox Trails Dr	\$ 939,400	\$ 396,500	\$ 9,288	
Lake	BP10082940	Riverwoods-Deerfield Rd Bike Path	\$ 1,025,400	\$ 820,300	\$ 13,438	
Will	BP12082939	New Lenox-Laraway Rd and Metra SW Station	\$ 751,500	\$ 601,200	\$ 15,436	
DuPage	BP08082937	Woodridge-Woodridge Bicycle/Pedestrian Bridge over IL 53	\$ 2,250,000	\$ 272,000	\$ 15,667	
Will	BP12082942	Homer Glen-Homer Glen Community Trail - South Extension	\$ 1,521,000	\$ 1,216,800	\$ 18,916	
Lake	BP10082877	Hawthorn Woods-Midlothain Road Bike Path from Kruckenburg/ Heritage Oaks Park to Old McHenry Rd	\$ 707,000	\$ 565,000	\$ 19,023	
Kane	BP09082943	Sugar Grove-Blackberry Creek Pedestrian Bridge from Belle Vue Ln to Gilman Bike Trail	\$ 420,000	\$ 336,000	\$ 20,586	
Lake	BP10082909	Long Grove-Old McHenry Road Multi-Use Path from IL 22 to N of Robert Parker Coffin Rd	\$ 1,248,000	\$ 998,400	\$ 21,357	
Will	BP12082938	New Lenox-Nelson Rd S Bike Path	\$ 1,295,300	\$ 1,036,240	\$ 27,689	
Will	BP12082944	Frankfort-SE Area Community Bike Trail Along Pfeiffer Rd	\$ 1,702,000	\$ 1,233,600	\$ 38,179	
Will	BP12082888	Forest Preserve District of Will County-I-355 Corridor Trail	\$ 3,055,000	\$ 2,444,000	\$ 51,037	
Southwest	BP06082857	Orland Park-Bicycle and Pedestrian bridge Underpass US 45 LaGrange Rd at 156th Pl	\$ 5,198,000	\$ 4,158,400	\$ 58,331	
Kane	BP09082904	Carpentersville-Maple Ave from Washington St to L W Besinger Dr	\$ 10,590,000	\$ 138,300	\$ 67,715	
Kane	BP09082887	Kane County DOT-Anderson Rd from IL 38 to Keslinger Rd	\$ 2,135,000	\$ 1,025,000	\$ 112,725	
Kane	BP09082863	Montgomery-US 30 Bike Trail and Pedestrian Bridge from Simpson Pwy to Southern ROW of US 30	\$ 710,000	\$ 568,000	\$ 340,173	

10-06-0055 request2

From: Robert W. Phillips [RPhillips@deerfield.il.us]  
Sent: Wednesday, August 11, 2010 8:56 AM  
To: Holly Ostlick  
Cc: BChristensen@co.lake.il.us; Kent S. Street; Barbara K. Little; Jennifer I. Maltas  
Subject: Fw: Deerfield Pedestrian Underpass 10-06-0055  
Attachments: 10-06-0055 revised rank2.pdf

Dear Ms. Ostlick:

You may recall that the Village of Deerfield has been engaged in Phase I and Phase II engineering for the Deerfield Road Sidewalk Improvement and Pedestrian Underpass Project for several years. The project is intended to provide safe passage for pedestrians wishing to walk/ride along Deerfield Road and traverse the Metra Railway via a pedestrian tunnel. The new tunnel will not only provide safer access to the Deerfield train station platform, but also serves as a link for cyclists and pedestrians between Highland Park and Riverwoods. The Deerfield Road Sidewalk Improvement and Pedestrian Underpass tunnel is an important addition to the multi-use network that is already being put in place by Lake County and has been under discussion by the NWMC.

The bid opening for the Deerfield Road Sidewalk Improvement and Pedestrian Underpass Project was held on Friday July 30, 2010 at the Illinois Department of Transportation in Springfield. The low bidder, of four total bidders, was Herlihy Mid-Continent Company with a proposal of \$2,406,694. Due to a higher than expected bid price the Village of Deerfield is requesting additional funding for the project. Below is a breakdown of the defined costs for the project as well as an estimate for the relocation of a North Shore Gas main. A detailed estimate from North Shore Gas is expected in the within the next few business days.

The Village of Deerfield has worked alongside the consultant and utility companies to define the costs associated with this project. Though we felt that our planning and cost estimates for the project were on target one unknown remained until the bid opening, that being the jacking of the tunnel sections. Not many projects have been performed within the Chicago area where a rectangular tunnel section has been jacked in place under an existing railway. Therefore, with bid prices being difficult to define, we discussed the cost of such work with several contractors in the United States that are familiar with tunnel jacking. Our research told us that the jacking portion of the project would cost an estimated \$700,000 as reflected in our original cost estimate. We were surprised and dismayed to learn that the subcontractors bid price for tunnel jacking came out to be \$1,200,000.



10-06-0055 request2

The difference in our projected price, \$500,000, is too large for the Village of Deerfield to absorb at this time. However, the Village is committed to construct the Deerfield Road Sidewalk Improvement and Underpass Project. Our Mayor, Manager, and Board of Trustees stand behind us in preparing to match the 20% portion of the additional cost for the project, being roughly \$100,000.

Our goal to provide safe pedestrian access along the Deerfield Road corridor is an important one that we hope the CMAP funding committee is willing to help us complete. The Village of Deerfield would appreciate the committee's favorable assessment of this request. If you have any questions or need additional information on this project, please contact me at 847.317.2490 or e-mail [rphillips@deerfield.il.us](mailto:rphillips@deerfield.il.us).

---

From: Robert W. Phillips [<mailto:RPhillips@deerfield.il.us>]  
Sent: Tuesday, August 03, 2010 3:12 PM  
To: Christensen, Bruce D.  
Cc: Barbara K. Little  
Subject: RE: Deerfield Pedestrian Underpass

Bruce,

As you are aware, the bid opening for the Deerfield Road Pedestrian Underpass was held on Friday July 30, 2010 at the Illinois Department of Transportation in Springfield. The low bidder, of four total bidders, was Herlihy Mid-Continent Company with a proposal of \$2,406,694.

Due to a higher than expected bid price the village of Deerfield is requesting additional funding for the project. Below is a breakdown of the defined costs for the project as well as an estimate for the relocation of a North Shore Gas main. A detailed estimate from North Shore Gas is expected in the within the next few business days.

The Village of Deerfield Board of Trustees, as well as Village Staff, is in favor of the project as well as the local match for the additional funding needed. Perhaps the Lake County Division of Transportation, CMAP, or ITEP, would be willing to help out with the additional costs.

LAA Total  
\$2,595,000  
Federal Share  
\$2,076,000  
Local Share  
\$519,000  
Contract Price  
2,406,694  
Metra Agreement  
394,067

Rogers Telecom Relocation  
88,409  
MCI Relocation  
93,298  
North Shore Gas Relocation  
100,000

Total Project Cost, \$  
3,082,468

Additional Funding Needed  
\$487,468

If you have any questions or need additional information please contact me.

Thank you in advance for your time and consideration.

Sincerely,

Robert Phillips, P.E.  
Assistant Village Engineer  
Village of Deerfield  
847-719-7464  
"Christensen, Bruce D." <BChristensen@lakecountyil.gov>  
08/02/2010 08:46 AM

---

From: Robert W. Phillips [mailto:RPhillips@deerfield.il.us]  
Sent: Friday, July 30, 2010 2:17 PM  
To: Christensen, Bruce D.  
Cc: Barbara K. Little  
Subject: Deerfield Pedestrian Underpass

Bruce,

The bid opening for the above mentioned project was held this morning in Springfield.

Of the four bidders for the project the low bidder was Herlihy Mid Continent with a bid price of \$2,406,694.22. Our engineer's estimate was only \$2,229,527 for the project including utility relocation. The LAA shows only \$2,595,000 for the project.

Will the village be able to get extra funding through CMAP to cover the additional expense?

Sincerely,

Robert Phillips, P.E.  
Assistant Village Engineer  
Village of Deerfield  
847-719-7464

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **10-06-0055**

Description: **Deerfield Rd Sidewalk Improvements and Pedestrian Underpass**

### Ranking Computation

	2007 Approved	2010 Increase	2010 Increase (2)
Kg VOC eliminated	528.6494	528.6494	528.6494
Cost	\$ 974,400	\$ 2,384,400	\$ 2,871,900
\$/Kg VOC eliminated	\$ 1,843	\$ 4,510	\$ 5,433
Rank	12	13	14

### Project Expenses

	Federal Share	Total	Federal %	Basis
2007 Approved	\$ 779,520	\$ 974,400	80.0%	Approved Projects
2010 Increase	\$ 1,907,520	\$ 2,384,400	80.0%	Approved Increase (Feb. 2010)
2010 Request	\$ 2,297,520	\$ 2,871,900	80.0%	Letter from Sponsor (Aug. 2010)
Increase Amount	\$ 390,000	\$ 487,500		

**FY 2007 CMAQ Program**

ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed 2007	Proposed 2008	
BP04072693	Oak Park-Various Sidewalk Projects throughout Oak Park	\$565,074	\$452,059	\$18	\$226,030	\$226,029	\$0
BP04072688	Harwood Heights-Union Ridge Elementary School - Pedestrian Facility Improvement Plan	\$103,000	\$82,400	\$23	\$82,400	\$0	\$0
BP03072691	Des Plaines-Mount Prospect Rd & Wolf Rd Sidewalks	\$230,000	\$184,000	\$147	\$24,000	\$160,000	\$0
BP08072703	Westmont-2007 Miscellaneous Sidewalk Connectivity Part 3	\$621,193	\$496,954	\$272			
BP10072697	Mundelein-Lake St from Hawthorne Blv to Longwood Ter	\$307,230	\$245,784	\$484	\$245,784	\$0	\$0
BP08072686	Addison-Mill Rd Bridge Sidewalk Project	\$256,500	\$205,200	\$505	\$15,640	\$15,640	\$173,920
BP06072696	Blue Island-Vermont St Corridor	\$425,195	\$340,156	\$945			
BP07072699	Oak Forest-Oak Forest Sidewalks to Metra Station	\$652,000	\$521,600	\$1,022	\$13,600	\$508,000	\$0
BP04072702	Northlake-Wolf Rd Sidewalks at Soffel Ave	\$395,000	\$316,000	\$1,513	\$28,000	\$24,000	\$264,000
BP02072785	Glenview-Wagner Rd from Winnetka Rd to East Lake Ave	\$301,950	\$225,800	\$1,605	\$225,800	\$0	\$0
BP11072690	Crystal Lake-Erick St Sidewalks	\$87,000	\$69,000	\$1,754	\$69,000	\$0	\$0
<b>BP10072700</b>	<b>Deerfield-Deerfield Rd Sidewalk Improvements and Pedestrian Underpass</b>	<b>\$974,400</b>	<b>\$779,520</b>	<b>\$1,843</b>	<b>\$84,000</b>	<b>\$695,520</b>	<b>\$0</b>
BP08072701	Oakbrook Terrace-22nd St Sidewalk from IL 56/Butterfield Rd to IL 83/Kingery Highway	\$472,000	\$377,000	\$2,285	\$49,226	\$328,180	\$0
<b>Revised Rank 2010</b>				<b>\$4,510</b>			
BP05072698	Riverside-Burlington Northern Santa Fe Railroad Pedestrian Tunnel	\$3,354,000	\$2,640,000	\$5,072			
<b>Revised Rank 2010 (2)</b>				<b>\$5,433</b>			
BP12072695	Plainfield-IL 59 Sidewalk Improvements	\$3,590,700	\$1,230,000	\$111,135			

03-08-0005 request  
From: Carlson, Brian M [Brian.Carlson@illinois.gov]  
Sent: Thursday, August 12, 2010 1:22 PM  
To: Holly Ostlick  
Subject: RE: Barrington Rd at Buttitta Dr (TIP ID 03-08-0005)

Our agency formally requests and increase in the approved CMAQ funds for the subject improvement. The updated cost is not a result of a change in scope or limits, rather the cost increase is associated with current unit prices as determined by our Estimating Unit. The following cost change is requested.

Existing  
\$400,000 (\$320,000 CMAQ, \$80,000 State-Match)

Proposed  
\$530,000 (\$424,000 CMAQ, \$106,000 State-Match)

Your approval of this request is greatly appreciated. Once notification of this approval is provided by CMAP, our agency will amend the project in TIP. Please note that due to delays in processing the necessary intergovernmental agreements with the local agencies, this project has been moved from the 11CY10 letting to the 01CY11 letting.

Brian Carlson  
Program Development Section Chief  
IDOT - District One  
(847) 705-4081

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: 03-08-0005

Description: IDOT - Barrington Rd at Buttitta/Laurie Lane

### Ranking Computation

	2008 Award	2010 Increase
Tons VOC eliminated	37.9946	37.9946
Cost	\$ 400,000	\$ 530,000
\$/Ton VOC eliminated	\$ 12,107	\$ 13,949
Rank	4	5

### Project Expenses

	Federal Share	Total	Fed %
2008 Award	\$ 320,000	\$ 400,000	80.0%
2010 Increase	\$ 424,000	\$ 530,000	80.0%
Increase Amount	\$ 104,000	\$ 130,000	

# Chicago Metropolitan Agency for Planning

## TIP Division

Reranking of project 03-08-0005: IDOT - 03-08-0005

Barrington Rd at Buttitta/Laurie Lane

### IDOT - Barrington Rd at Buttitta/Laurie Lane

FY 2008 CMAQ Program - Intersection Improvement

CMAQ ID	Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program
II12082952	Will County Department of Highways-Laraway Rd at Wolf Rd	\$ 280,000	\$ 224,000	\$ 2,303	\$ 32,000
II09083007	Carpentersville-IL 31 at Huntley Rd	\$ 4,156,000	\$ 3,324,800	\$ 2,850	\$ 237,600
II08082961	Naperville-Washington St from Hobson to 75th Intersection Improvement and Duf	\$ 27,889,000	\$ 8,568,240	\$ 4,876	
<b>II03082995</b>	<b>IDOT-Barrington Rd at Buttitta/Laurie Ln</b>	<b>\$ 460,000</b>	<b>\$ 320,000</b>	<b>\$ 12,107</b>	<b>\$ 320,000</b>
II10082917	Grayslake-Grayslake-Atkinson, IL 120, IL 137, IL 83/Ivanhoe Realignment	\$ 24,752,000	\$ 400,000	\$ 12,855	
<b>Revised Rank</b>				<b>\$ 13,949</b>	
II08083005	Westmont-Ogden Ave at Pasquinelli Dr	\$ 230,000	\$ 160,000	\$ 15,709	\$ 56,000
II09082928	Kane County DOT-Kirk Rd at Douglas Rd	\$ 1,270,000	\$ 1,016,000	\$ 27,119	\$ 80,000
II09082934	Kane County DOT-Main St at Nelson Lake Rd	\$ 2,120,000	\$ 1,696,000	\$ 28,275	\$ 247,000
II10083010	Lake County DOT-Roberts Rd at River Rd	\$ 6,511,000	\$ 5,209,000	\$ 48,605	\$ 120,000
II12082953	Will County Department of Highways-Laraway Rd at Cedar Rd	\$ 4,092,000	\$ 3,273,600	\$ 67,728	\$ 236,000
II10083011	Lake County DOT-Monerville Rd at Cedar Lake Rd	\$ 6,221,000	\$ 4,977,000	\$ 73,188	\$ 56,000
II08082925	Villa Park-Ardmore Ave at High Ridge Rd	\$ 798,000	\$ 627,000	\$ 126,582	\$ 64,000
II09082936	Kane County DOT-Mooseheart Rd at Lincoln Way	\$ 1,585,000	\$ 1,268,000	\$ 368,070	
II12082951	Will County Department of Highways-Laraway Rd at Center Rd	\$ 4,092,000	\$ 3,273,600	\$ 380,483	
II02082954	Wilmette-Skokie Blv at Hibbard Rd	\$ 3,047,000	\$ 432,000	No Benefit	
II02083004	Glenview-Glenview Rd at Washington St	\$ 465,000	\$ 348,000	No Benefit	
II03082993	IDOT-Sutton Rd between N and S Ramp at Lake St	\$ 920,000	\$ 640,000	No Benefit	

From: Mills, Ryan J [mailto:Ryan.Mills@BNSF.com]

Sent: Wednesday, June 02, 2010 2:05 PM

To: 'Johnson, Jason L'; Holly Ostdick

Cc: Lupton, Greg S; Harpring, Jeff L; Seep, David C; 'jalvarez@thetownofcicero.com'

Subject: RE: CMAQ BNSF-Cicero Project

Ms. Ostdick,

As Jason Johnson mentioned to you by phone, BNSF would like to request a change of scope in our CMAP project to purchase two gensets for operation in the town of Cicero. We have several gensets operating in Texas and have found that they present significant maintenance and performance issues. My management has recommended that we seek single engine locomotive options for any grant opportunities that we have available.

At this time BNSF does not have the cost of a Tier II switch locomotive, but we are in the process of requesting proposals for these on a different project. I would anticipate that it would be comparable to that of a genset, but I can provide you with further information once our scope change request is approved and we get proposals back from the manufacturers. Please let me know if there is any additional information that you need. Thank you for your consideration of this request.

Regards,

Ryan Mills

Mgr Environmental Program Development

BNSF Railway

785-435-2257 Office

785-250-4821 Mobile

From: Johnson, Jason L [mailto:Jason.Johnson@illinois.gov]

Sent: Wednesday, June 02, 2010 1:08 PM

To: Mills, Ryan J

Cc: Holly Ostdick; Lupton, Greg S; Harpring, Jeff L

Subject: CMAQ BNSF-Cicero Project

Ryan:



To follow-up on our conversation yesterday, I called Holly Ostdick of CMAP and relayed to her what you told me; i.e. that BNSF is not satisfied with GenSet performance, and wishes to convert the CMAQ BNSF-Cicero GenSet locomotive retrofit project to an EMD ECO710-type engine and appurtenances retrofit. Holly stated that this would be a "scope change" to the project and requires CMAP Committee approval. This scope change request needs to be in writing. You can submit it by emailing the message to Holly requesting the scope change and the reason for the change.

Her email address is: Hostdick@cmmap.illinois.gov

Please cc: the email to me and the Town of Cicero.

If you have any questions please feel free to contact me, or Holly at (312) 386-8836.

Thank you,

Jason

+++++

Jason L. Johnson, P.E.

Rail Safety Technician

Illinois Dept. of Transportation

Bureau of Local Roads & Streets

2300 S. Dirksen Pkwy., Rm. 204

Springfield, Illinois 62764

Phone (217) 557-1399

FAX (217) 782-3971

Email: Jason.Johnson@illinois.gov

# Chicago Metropolitan Agency for Planning

## CMAQ Cost Increase Analysis

TIP ID: **05-09-0002**

Description: **Cicero Rail Yard Switch Engine Retrofit**

### Ranking Computation

	2009 Award	2009 Increase (Tier II)	2009 Increase (Tier III)
Kilos VOC eliminated	7,529.6330	4,672.0000	6,758.5300
Cost	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000
\$/Kilo VOC eliminated	\$ 372	\$ 599	\$ 414
Rank	11	12	12

### Project Expenses

	Federal Share	Total	Fed %	Basis
2009 Award	\$ 1,820,000	\$ 2,800,000	65.0%	Approved project
2009 Increase (Tier III)	\$ 1,820,000	\$ 2,800,000	65.0%	Letter from Sponsor
Increase Amount	\$ -	\$ -		

CMAQ ID  
05-09-0002

**Cicero Rail Yard Switch Engine Retrofit**

		Project Total	Application Federal	\$ Per Kilo VOC Eliminated	Proposed Program
DR13093149	Cook County Dept of Environmental Control-Cook County Fleet Diesel Retrofit	\$806,754	\$633,873	\$31	\$633,873
DR13093151	Pace-Bus Diesel Engine Retrofits	\$7,700,000	\$6,160,000	\$130	\$4,548,080
DR13093150	IEPA-Chicago Area Diesel Retrofit Program	\$1,000,000	\$1,000,000	\$111	\$1,000,000
DR01093127	IEPA-Retrofit of Amtrak Switcher Engines	\$3,000,000	\$2,400,000	\$190	\$1,200,000
DR01093125	CDOE-Chicago Diesel Emissions Reduction Project	\$6,949,000	\$5,447,000	\$275	\$1,739,000
DR04093133	Berkeley-Union Pacific Proviso Railyard Switcher Engine Retrofit	\$3,200,000	\$2,560,000	\$212	\$2,080,000
DR01093126	IEPA-Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	\$6,000,000	\$4,800,000	\$213	
DR06093132	Bedford Park-BRC Clearing Yard Switcher Retrofit	\$33,700,000	\$26,960,000	\$232	\$2,925,000
DR07093135	IEPA-CSXT Barr Rail Yard Switch Engine Retrofit-Year 2 & 3	\$6,000,000	\$4,800,000	\$266	
DR13093148	Riverdale-Indiana Harbor Belt Railroad SD-20 Retrofit	\$6,588,000	\$5,270,400	\$320	
<b>DR05093134</b>	<b>Cicero-Cicero Rail Yard Locomotive Diesel Retrofit</b>	<b>\$2,800,000</b>	<b>\$2,100,000</b>	<b>\$372</b>	<b>\$1,820,000</b>
DR13093142	Franklin Park-Indiana Harbor Belt Railroad Switcher Engine Retrofit	\$5,668,000	\$4,534,400	\$403	\$2,763,150
<b>Revised Rank (Tier III)</b>		<b>\$2,800,000</b>	<b>\$2,100,000</b>	<b>\$414</b>	<b>\$1,820,000</b>
<b>Revised Rank (Tier II)</b>		<b>\$2,800,000</b>	<b>\$2,100,000</b>	<b>\$599</b>	<b>\$1,820,000</b>
DR13093182	IDOT-IDOT Maintenance Fleet Emissions Reduction	\$2,681,000	\$2,681,000	\$821	\$800,000
DR07093136	Riverdale-Biofuels Facility for the South Region	\$667,000	\$500,000	Not Analyzed	

Chicago Metropolitan Agency for Planning  
FY 2010 - 2011 CMAQ Multi-Year B List

	Sponsor	Facility to be Improved	Project Total	Application Federal	Proposed MYB Total	Status	\$ Per Kg VOC Eliminated
Bicycle Facilities	Des Plaines	Des Plaines River Trail Improvements from Touhy Ave to Algonquin Rd	\$994,600	\$712,500	\$712,500		\$740
	Hoffman Estates	Harmon Blv / Huntington ROW / Huntington Blv from Bode Rd to Hassell Rd	\$402,000	\$280,000	\$280,000		\$998
	Schaumburg	Martingale Road Bikeway	\$1,567,000	\$1,254,000	\$1,254,000		\$2,029
	Carol Stream	Fair Oaks Rd Sidepath from St Charles Rd to Oxford St	\$1,939,250	\$386,500	\$386,500	Received other Construction funding	\$2,297
	Rolling Meadows	Rolling Meadows-Euclid Ave Bike Path From Plum Grove Road to Hicks Road	\$442,000	\$32,000	\$32,000		\$2,313
	Mundelein	Mudelein Bike (Multiuse) Trail System sidepath (Butterfield Rd)	\$417,400	\$333,900	\$333,900		\$2,534
	Lakewood	Huntley Rd Bikepath Improvements (on-street bike lanes)	\$939,000	\$751,200	\$751,200	PH I initiated with local \$	\$2,543
	Lockport	Division St / Farrell Rd Bicycle and Pedestrian facility Improvement Project (from Briggs St w to Farrell, then north to 7th	\$341,500	\$265,200	\$265,200		\$2,557
	Rolling Meadows	Quentin Rd Bike Path from Silentbrook Ln to Hartung Rd	\$730,000	\$72,000	\$72,000		\$2,714
	Homer Glen	Homer Glen Community Trail - South Extension	\$1,521,000	\$1,216,800	\$1,216,800		\$3,126
	Wilmette	Skokie Valley Trail from Lake Cook Rd to Old Orchard Rd	\$4,727,000	\$321,000	\$321,000		\$3,328
	Rolling Meadows	Euclid Ave Bike Path from Rohlwing Rd to Salt Creek Ln	\$597,000	\$72,000	\$72,000		\$3,691
	Yorkville	IL 47/Bridge St sidepath from IL 71 to Kennedy Rd	\$909,120	\$727,296	\$727,296		\$3,729
	Hoffman Estates	I-90 Bicycle/Pedestrian Underpass at CN Railroad ROW	\$437,000	\$334,400	\$668,800		\$3,974
	Bensenville	Redmond Park Bike-Ped Path Improvements	\$551,200	\$440,960	\$881,920	no movement	\$4,086
	Mount Prospect	Bike/Ped Bridge across US 14 (Northwest Highway) and Union Pacific RR tracks	\$2,909,500	\$2,327,600	\$2,327,600		\$4,176
	Aurora	Route 59 Commuter Station Parking Lot Addition at Meridian Dr	\$1,928,000	\$1,382,000	\$1,382,000		\$635
Commuter Parking	IEPA	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	\$13,000,000	\$8,450,000	\$5,070,000		\$230
Diesel Emissions Reduction	IDOT	Golf Rd at Harms Rd	\$828,000	\$576,000	\$576,000	DA ant 12/31/2013 with local \$	\$641
	IDOT	IL 31 at Big Timber Rd	\$1,380,000	\$960,000	\$960,000	DA ant 3/31/2011 with local \$	\$971
	IDOT	IL 59 at W Bartlett Rd	\$828,000	\$576,000	\$576,000	DA ant 3/31/2011 with local \$	\$996
	IDOT	IL 394 at Sauk Trail	\$932,000	\$648,000	\$648,000	DA ant 3/31/2011 with local \$	\$1,021
	IDOT	IL 176 at Roberts Rd	\$690,000	\$480,000	\$480,000	DA ant 6/30/2012 with local \$	\$1,139
	IDOT	IL 56 at Hart Rd/Mitchell Rd	\$828,000	\$576,000	\$576,000	DA ant 3/31/2011 with local \$	\$1,281
	IDOT	Willow Rd at Pflingsten Rd	\$828,000	\$576,000	\$576,000	DA ant 6/30/2012 with local \$	\$1,331
	IDOT	US 20 from Bartlett Rd to Oak Ave	\$1,104,000	\$768,000	\$768,000	Potential different funding source	\$1,341
	IDOT	IL 62 at New Wilke Rd	\$888,000	\$576,000	\$576,000	DA ant 6/30/2012 with local \$	\$1,593
	DuPage County DOT	75th St from Cass Ave to Plainfield Rd	\$12,642,085	\$9,729,600	\$9,729,600	PH II underway - possible ROW issue	\$2,140
	IDOT	I-55 from Naperville Rd to Lorenzo Rd Expansion of Congestion Monitoring, Incidence Detection and Traveler Informatio	\$6,250,000	\$5,000,000	\$2,240,000	moved off MYB list	\$378
	Worth	111th St sidewalks -- 76th Ave to Octavio Ave	\$313,000	\$219,000	\$219,000	No local match	\$1,730
Pedestrian	Kane County DOT	IL 25 from New Stearns Rd to Stearns/Dunham Rd	\$205,700	\$156,700	\$156,700	Construction in FFY 2014	\$1,317
Signal Interconnect	IDOT	Greenwood from Ballard Rd to Dempster St	\$200,000	\$160,000	\$160,000	no movement	\$1,318
	Lake County DOT	Sheridan Rd from Wadsworth Rd to Grand Ave	\$2,747,800	\$2,198,200	\$2,198,200		\$1,339
	Lake County DOT	Cedar Lake Rd from Rollins Rd to S Rosedale Ct	\$867,140	\$693,700	\$693,700		\$1,452
	Lake County DOT	Quentin Rd from Old McHenry to Ensell Rd	\$580,100	\$464,100	\$464,100		\$1,655
	Lake County DOT	Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	\$1,107,900	\$886,300	\$886,300		\$1,789
	CTA	79th Street/87th St Corridor Express Bus Service	\$2,420,000	\$1,936,000	\$1,936,000	no movement	\$1,018
	CTA	North Ave/Chicago Ave Corridor Express Bus Service	2200000	1760000	1760000	no movement	1614
Transit Service and Equipment	CTA	Bus Route Improvements-#47 47th, #50 Damen, #52 Kedzie/California, #59 59th/61st, #73 Armitage and #152 -Year 2	\$1,315,000	\$1,052,000	\$1,052,000	no movement	\$1,951
			\$73,507,295	\$49,350,956	\$43,986,316		



## CMAQ Programming Policies

---

### A: Programming of CMAQ funds for new projects

#### 1) Application materials

- a) Applications submitted without the following will be rejected:
  - i) Complete project financing & CMAQ funding request section
  - ii) Input module worksheets (traffic flow improvement projects only)
  - iii) Scoping document (traffic flow improvement, commuter parking and pedestrian/bicycle projects only)
  - ~~iii)iv)~~ Pedestrian/parking Deck supplement
- b) If an application is missing other information, only one attempt will be made via both e-mail and certified mail to collect that information. If the sponsor does not respond by the deadline then the application will be rejected. Staff recommends 30 days from the date of the letter as the deadline.
- c) Project applications submitted by municipal agencies (villages, cities, park districts, school districts, townships, etc.) are required to be reviewed by their Council of Mayors staff (Planning Liaison (PL)).
  - i) The individual PLs would be responsible for reviewing applications and advising the sponsor of missing information.
  - ii) A PL sign-off ~~will be~~ incorporated into the application forms.
  - iii) A deadline for submitting applications to the PLs will be included in the CMAQ program development schedule. The "review deadline" will be two weeks in advance of the deadline for submission to CMAP.
  - iv) The applicant is ultimately responsible for application completeness. If a municipal agency submits an application with missing information (other than items a) i), ii) and iii), b will apply.

#### 2) Programming Funds

- a) Normally funding for all phases of a project will be considered in one application.
- b) On an exceptional basis, proposals will be considered for funding phase I engineering separately from other phases
  - i) in this case, future phases are not eligible for funding until the project has been submitted for design approval.

- ii) Sponsor must apply for future phases, phase II engineering, right-of-way acquisition, and construction; funding of the future phases is not automatically guaranteed.
- c) Proposals that don't seek funding for phase I engineering must be submitted to IDOT for design approval by June of the application cycle to be considered for funding of the later phases in the fiscal year/s of the application cycle.
  - i) Applicants completing phase I engineering with local funds must certify that they will meet federal standards.
  - ii) Proposals that seek funding of later phases in an out year will be considered on a case-by-case basis. (Out years are, for example, 2011 and 2012 in the 2010 application cycle.)
- d) Proposals seeking phase 1 engineering as well as subsequent phases will have phase II engineering programmed in the third year (i.e., the program year plus two) rather than the second year as is the current practice.
  - i) Construction in such cases will be programmed in the fourth year.
  - ii) Funding for subsequent phases can be moved up on request if the project is ready.
- e) The CMAQ program mark will be the northeastern Illinois share of the state's federal apportionment.
- f) Create a "B" list of projects in the programming cycle approved by the MPO Policy Committee. It will include all projects with a reasonable cost/benefit ratio as well as partially funded projects. The projects will remain in the list until the end of that Federal Fiscal Year<sup>1</sup>.
- g) All sponsors will be required to attend a mandatory project initiation meeting once the eligibility determination has been received from USDOT. The meeting will include distribution of necessary forms and information for sponsors to initiate their projects and will go over review of project schedules.

#### B: Active Program Management of Projects

##### ~~1) Projects with funds programmed prior to FFY 2007~~

- ~~a) Move funding (reprogram) for these projects to realistic out years for the unobligated phases:~~
  - ~~i) The funding made available by moving the phases out of 2009 would be available for potential cost increases for already approved projects.~~
  - ~~ii) If the amount of funds made available is of a sizeable amount, then new projects could be considered.~~
  - ~~iii) Once this is done the project could move funding for an approved phase one more time before it is considered for withdrawal of funding.~~
  - ~~iv) If phases of the projects move beyond the final year of the TIP (2012) into MYB, the funding for those MYB phases will be withdrawn. Sponsor will need to reapply at the appropriate time for funding.~~

---

<sup>1</sup> The Federal Fiscal Year (FFY) runs from October 1<sup>st</sup> of the prior calendar year through September 30<sup>th</sup>. Example: FFY 2007 is October 1, 2006 through September 30, 2007.

~~2) For projects programmed FFY 2007 and later~~

~~3)1)~~ Projects approved only for phase I engineering would have only one fiscal year to initiate phase I with a job ~~number~~ request form submitted to IDOT or a FTA grant agreement. Failure to do so would cause consideration of removing the project from the program (i.e. funding to be considered for withdrawal~~al~~) from the project. This decision will be ~~viab~~y recommendation of the CMAQ Project Selection Committee to the Transportation Committee and MPO Policy Committee.

~~4)2)~~ Projects programmed in the multi-year programming with phases beyond phase I engineering ~~can~~ould move funding to new fiscal years only once. The exception to this rule is if the moving of a phase to a new fiscal year is the direct result of actions outside of the control of the sponsor. The project will be considered for removal from the program ~~Funding will be considered for withdrawal~~ if the funding is not obligated in that new fiscal year.

~~5)3)~~ Review of project status for all projects with phases in the annual element will~~ould~~ be conducted in May and October.

- a) Projects that will not obligate their annual element phase by the end of the fiscal year will be able to use their one time adjustment to their project schedule.
  - i) If the phase is phase I engineering, however, the phase still must be initiated by the end of the fiscal year.
  - ii) Projects that have already adjusted their schedule once will be considered for removal from the program withdrawal of funding if the additional delay is not the direct result of actions outside of the sponsor's control.
  - iii) All projects that fail to provide status report during May and October will be considered for removal from the CMAQ program.

- b) Funds freed up by schedule adjustments will be reprogrammed
  - i) Funds available for reprogramming will be considered for cost increases as needed.
  - ii) In May, projects included in the "B" list will be reviewed to identify candidates for programming the funds.
  - iii) In October, new projects from the just-completed programming cycle will be reviewed for programming the funds.

~~c)~~ Job ~~number~~ requests forms (JRFs) ~~are required to have been~~ must be submitted to IDOT by the time of the May status updates review for non-transit projects. Grant applications ~~are required to have been~~ must be submitted to FTA by the time of the May status updates review for transit projects.

~~e)d)~~ Transit projects that have been obligated will be required to submit an expenditure update within 45 days of every calendar quarter until the project is 100% complete.

[home](#) | [newsroom](#) | [updates](#) | [contact](#) | [calendar](#) | [search](#)



# Chicago Metropolitan Agency for Planning

**Read the draft**  
**GO TO 2040 plan**  
Available for public comment  
June 11 - August 6



[about](#)  
[committees](#)  
[community assistance](#)  
[other planning activities](#)  
[publications](#)  
[regional data](#)



**Stay Involved!**



**Regional Response**  
TO THE AMERICAN RECOVERY AND REINVESTMENT ACT



**CMAP Soles & Spokes**  
A BIKE-PED PLANNING BLOG



**CMAP Green Signals**  
A REGIONAL FORUM FOR TRANSPORTATION OPERATIONS



**United States Census 2010**  
IT'S IN OUR HANDS



## Transit Expenditure Report

Please provide the information below prior to 45 days after the end of the quarter. Please contact [Holly Ostidick](#) (312) 386-8836 with any questions.

TIP ID Number:

Project Name:

Project Sponsor:

Date of FTA Grant Award/Federal Authorization:

Quarter reporting on:

Calendar Year reporting on:

Expenditures this quarter:

Phase/s Money was Expended on:

Year to Date Expenditures:

Total Expenditures to Date:

Month:

Year:

Estimated Project Completion Date:

Is this project accumulating funds within an FTA grant until enough funding is available to fully complete the project?

☐ Yes

☒ No

copyright 2010 Chicago Metropolitan Agency for Planning | 233 South Wacker Drive, Suite 800, Chicago, IL 60606 | p: 312.454.0400 f: 312.454.0411 | Contact Us

Web development and hosting by [WebSolutions](#)